AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) Device for removing mastic for the repair of joints in the structures of aircraft tanks, comprising:

a vibratory means (26) for causing vibratory alternating movement; and

a tool (28) secured to the vibratory means, wherein,

the vibratory means (26) for causing vibratory alternating movement comprises a body (30) including a motor (32) and a mandrel (34) adapted to receive said tool (28),

the tool (28) comprises a shaft (36) adapted to be mounted in the mandrel (34) and a head (38) ~~provided to be in contact with the surface to be cleared of~~ with a hardness for removing aircraft-fuel resistant aircraft mastic, ~~the mastic being resistant to aircraft fuel,~~ and

a distal end contact portion of the head for removing the mastic is made of a non-abrasive material selected from polyetheretherketones, polyoxymethylenes, polyetherimides or epoxy resins with [[a]] the hardness sufficient to cut off chips of the aircraft mastic from joints in interiors of aircraft tanks and resist wear, but not too hard so as to give rise to

scratches, under the effect of vibratory alternating movement, to the interior surface of the aircraft tanks.

2. (cancelled)

3. (previously presented) Device for removing mastic according to claim 1, characterized in that the motor is of a pneumatic type with a vibratory frequency of 120 Hz.

4-5. (cancelled)

6. (previously presented) Device for removing mastic according to claim 1, characterized in that the material is a polyetheretherketone loaded with carbon or glass fibers.

7. (original) Device for removing mastic according to claim 6, characterized in that the material is a polyetheretherketone loaded with 30% of glass fibers.

8. (previously presented) Device for removing mastic according to claim 1, characterized in that the head is beveled at an angle of 30°.

9. (previously presented) Device for removing mastic according to claim 1 in combination with a stock (42) of tools,

suitable flexible tubing particularly a tube (44) for connection to a source (46) of compressed air, a housing (48) for adjustment of the air pressure delivered.

10. (previously presented) Device according to claim 9, further comprising a suction system (50) with a venturi connected to the same source of compressed air supply.

11. (previously presented) Device for removing mastic according to claim 1, characterized in that the head is beveled at an angle of 45°.

12. (previously presented) Device for removing mastic according to claim 1, characterized in that the head is beveled at an angle of 60°.

13. (currently amended) Device for removing mastic, comprising:

a vibratory part (26) with a pneumatic motor causing a vibratory alternating movement and a mandrel (34); and

a tool (28) having a shaft received in the mandrel and a head (38) with a hardness for ~~contact with a surface to be cleared of~~ clearing polymerized, aircraft-fuel resistant aircraft mastic, ~~the mastic being resistant to aircraft fuel after being applied in a viscous form and polymerized,~~ a distal end contact

portion of the head being made of a material selected from the group consisting of polyetheretherketones, polyoxymethylenes, polyetherimides and epoxy resins, the head being non-abrasive and with [[a]] the hardness sufficient to cut off chips of the aircraft mastic and resist wear, but not too hard so as to give rise to scratches of the surfaces under the effect of the vibratory alternating movement,

the aircraft mastic being removed at joints between plates of interior wing areas of aircraft without scratching the wing areas.

14. (currently amended) Device for removing mastic, comprising:

a vibratory part (26) with a pneumatic motor causing a vibratory alternating movement of about 120 Hz and a mandrel (34); and

a tool (28) having a shaft received in the mandrel and a head (38) with a hardness for ~~contact with a surface to be cleared of~~ clearing polymerized, aircraft-fuel resistant aircraft mastic, ~~the mastic being resistant to aircraft fuel and polymerized by heating with infrared radiation,~~

a distal end contact portion of the head being made of a material selected from the group consisting of polyetheretherketones, polyoxymethylenes, polyetherimides and epoxy resins, the head being non-abrasive with [[a]] the hardness

sufficient to avoid giving rise to scratches to the surfaces under the effect of the vibratory alternating movement,

the aircraft mastic being removed from the surface of an interior wing area of an aircraft without scratching the wing area, the aircraft mastic covering i) an assembly of an aeronautical screw secured by a nut within a hole of a plate of the wing area, the aircraft mastic prolonged beyond the nut to adhere to a surface of the plate, and ii) a joint defined by plural plate meeting at a non-planar angle,

the vibratory means and tool sized to be carried into the wing interior via a manhole opening within the wing, the vibratory means having a connection for a source of compressed air.

15. (previously presented) The device of claim 1, wherein the head is made of polyetheretherketones loaded with carbon fibers.

16. (previously presented) The device of claim 13, wherein the head is made of polyetheretherketones loaded with one of carbon and glass fibers.

17. (previously presented) The device of claim 14, wherein the head is made of polyetheretherketones loaded with one of carbon and glass fibers.

18. (previously presented) The device of claim 13, wherein the head is made of polyetheretherketones loaded with 30% glass fibers.

19. (previously presented) The device of claim 14, wherein the head is made of polyetheretherketones loaded with 30% glass fibers.

20. (currently amended) The device of claim 1, wherein,

the hardness of the material of the head ~~hardness~~ avoids giving rise to scratches, under the effect of the vibratory alternating movement, to the aircraft tanks when constructed of aluminum alloy coated with a protective primer, the hardness selected so that the primer is not removed by the head removing the aircraft mastic, and

the vibratory means and the tool are sized to be carried into the wing interior via a manhole opening within the wing, the vibratory means having a connection for a source of compressed air.

21. (currently amended) The device of claim 13, wherein,

the hardness of the material of the head ~~hardness~~ avoids giving rise to scratches, under the effect of the

vibratory alternating movement, to the aircraft tanks when constructed of aluminum alloy, and

the vibratory means and the tool are sized to be carried into the wing interior via a manhole opening within the wing, the vibratory means having a connection for a source of compressed air.

22. (currently amended) The device of claim 14, wherein the hardness of the material of the head ~~hardness~~ avoids giving rise to scratches, under the effect of the vibratory alternating movement, to the aircraft tanks when constructed of aluminum alloy coated with a protective primer, the hardness selected so that the primer is not removed by the head removing the aircraft mastic.